

The Hong Kong Telegraph.

No. 102.]

HONGKONG, TUESDAY, OCTOBER 11TH, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR SYDNEY AND MELBOURNE.
Taking through Cargo for Queensland Ports and New Zealand.

THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY'S STEAMER "CATTERTHUN," will be despatched as above on or about the 18th October.

For Freight or Passage apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th September, 1881.

FOR SAN FRANCISCO.

THE 100 41 British Steamship "CASCAPEDIA," W. A. Fraser, Master, will load for the above port, and will have quick despatch.

For Freight, or Passage apply to RUSSELL & Co. Hongkong, September 26th, 1881.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE Steamship "JAPAN," Captain T. S. Gardner, from Calcutta, Penang, and Singapore.

The above steamer having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 10th instant, will be landed and stored at Consignee's risk and expense and no Fire Insurance will be effected.

Consignees are hereby informed that they will be required to sign the General Average Bond before taking delivery of their goods.

DAVID SASSOON, SONS & Co., Agents. Hongkong, 7th October, 1881.

Intimations.

NOTICE.

GOODS received on STORAGE, at the Blue Building Godowns, Marine Lot 65, Prayer East, and advances made on the receipt.

J. M. GUEDES, JUN. Hongkong, 3rd October, 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co. CHRONOMETER, WATCH, AND CLOCK-MAKERS,

Jewellers, Silver-smiths, and Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's Celebrated OPERA GLASSES, MARINE GLASSES, and SPYGLASSES No. 38, Queen's-road Central.

D. K. GRIFFITH & Co. MANUFACTURERS OF THE LONDON AERATED WATERS, AND GENERAL AGENTS. 7, Beaconsfield Arcade.

Intimations.

ST. ANDREW'S DAY.

SCOTCHMEN, resident in the Colony, are invited to meet in the City Hall on the evening of THURSDAY NEXT, the 13th instant, at six o'clock for the purpose of deciding upon the manner in which the forthcoming National Festival shall be celebrated.

Hongkong, 8th October, 1881.

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., Agents.

BEST LARGE TAKASIMA COAL,

at \$7 per ton F.O.B., in quantities to suit purchasers.

Apply to

T. G. GLOVER. Hongkong, 6th October, 1881.

NOTICE.

I Have this day established myself as Merchant and General Commission Agent, under the style of W. G. HUMPHREYS & Co.

W. G. HUMPHREYS. Bank Buildings, Hongkong, 1st October, 1881.

JUST RECEIVED.

A SMALL SIZE ORGAN, by GEO. A. PRINCE & Co., Buffalo, N.Y. FOR SALE CHEAP. Apply at the VARIETY STORE. Hongkong, 10th October, 1881.

TUITION IN THE FRENCH LANGUAGE,

by Monsieur LOUIS PIRON, aîné; SINGING (CULTURE OF THE VOICE) by Monsieur EUGENE PIRON, jeune. 44, Queen's Road. Hongkong, August 30th 1881.

Afong, Photographer,

HAS A LARGER COLLECTION OF VIEWS than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of

D. K. GRIFFITHS, Studio 8, Queen's-road.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER always on hand.

L. MALLORY, Proprietor.

Hongkong, 24th June, 1881.

William Schmidt & Co. GUNMAKERS, &c. BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL. Good accommodation for Visitors, English & American Billiards. Tiffin at One o'clock. Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK, Proprietor.

Intimations.

SEALED TENDERS will be received by the Undersigned on or before MONDAY, the 24th instant, at Noon, for the building of a TORPEDO MOORING STEAMER and a WOODEN TORPEDO LIGHTER (including machinery), according to Specifications and Conditions, which can be seen on application to the Naval Storekeeper's Office.

The Naval Storekeeper reserves to himself the right to reject the lowest or any Tender.

E. B. JOREY, Naval Storekeeper.

H.M. Naval Yard, Hongkong. 3rd October, 1881.

V. R. GOVERNMENT NOTIFICATION. No. 219.

SALE OF THE OPIUM FARM.

Notice is hereby given, that TENDERS for the PRIVILEGE of PREPARING and SELLING PREPARED OPIUM within the Colony for the term of ONE, TWO, or THREE YEARS from the 1st of March, 1882, under the provisions of Ordinance No. 2 of 1858, No. 1 of 1859, and No. 7 of 1879, will be received at this Office until Noon on MONDAY, the 24th October, 1881.

Each Tender should specify the monthly payment offered for the period above-mentioned.

The Government does not bind itself to accept the highest or any Tender.

Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licences direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By His Excellency's Command, M. S. TONNOCHY, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 20th August, 1881.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

LE CERCLE-TRANSPORTS.

SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs. CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSE & SONS' Merchant Navy Navy Boiled Long Flax Crown CANVAS. ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

O. L. THEVENIN.

WINE AND SPIRIT MERCHANT, AND COMMISSION AGENT. HONGKONG HOTEL BUILDING, QUEEN'S-ROAD CENTRAL.

For Sale.

KELLY & WALSH'S

CHEAP AND LIGHT LITERATURE.

New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins. Mary Marston, by Geo. Macdonald. From the Wings, by B. H. Burton. A Confidential Agent, by Jas. Payn. He that will not when he may, by Mrs. Oliphant. Asphodel, by Miss Braddon.

Second Thoughts, by Rhoda Broughton. Countess of Bonneval, by Lady Fulterton.

The Hunters at Launin' Head, by Mrs. Lynn Linton.

Dr. Wortle's School, by A. Trollope.

New Novels at 75 cents.

Moths, by Ouida. A Tangled Skein, by the Author of Filthy Lucre. The Capul Girls, by Ed. A. Garrett. High Spirits, by James Payn. A Pink Wedding, by R. M. Jephson. Mr. Dorillon, by Jean Middlemass.

Lord Beaconsfield's Novels. Ready Money Mortiboy Series of Novels. Charles Lever's Novels. Whyte Melville's Novels. Wilkie Collins's Novels. Ouida's Novels. Miss Braddon's Novels.

Useful Hand Books, 50 cents. each.

Familiar French Quotations. Familiar Latin Quotations. Dictionary of Blunders. The Secretary's Assistant. Plutarch's Lives.

Rejected Addresses. Bible Truths with Shakspearian Parallels. Dictionary of English Proverbs. Companion Letter Writer.

Hongkong, 1st October, 1881.

BY SPECIAL APPOINTMENT TO H.E. THE GOVERNOR OF HONGKONG, AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China, Is now showing a large and well selected Stock of Black and Blue BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS. French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

SAYLE & CO.'S SHOWROOMS.

Autumn and Winter Fashions.

SAYLE & Co. will make their

FIRST SHOW on TUESDAY NEXT, OCTOBER 4TH,

and following days.

Parisian and English Novelties in all Departments.

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|--|-------------|
| Dresses, | Hosiery, |
| Millinery, | Ribbons, |
| Mantles, | Laces, |
| Satins, | Hats, |
| Silks, | Kid Gloves, |
| French and English Boots and Shoes, &c., &c. | |

N.B.—The DRESSMAKING DEPARTMENT is now in full working order, under competent EUROPEAN SUPERVISION.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 30th September, 1881.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c. &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints. CLARET in WOOD.

CHARTREUSE, CURAÇOA, MARASCHINO. Price list on application.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

THE
Hongkong Telegraph.

HONGKONG, 11TH OCTOBER, 1881.

THE truth and sound reasoning of our animadversions on the subject of the Annual Meeting of the Subscribers to the Hongkong Race Fund, which appeared in our issue of October 1st, were fully borne out by the results of the said meeting, which was held in the Hongkong Club on the afternoon of the 6th instant. A more triumphant vindication of the principles we have steadfastly and consistently maintained and upheld in connection with the management of our annual race-meeting we could not possibly have desired. We published without comment a detailed account of what transpired at the so-called public meeting in the *Telegraph* of the 7th inst., and now propose to devote some slight amount of attention to briefly reviewing and analysing the proceedings.

The subscribers present at the meeting totalled 27, a number far in excess of that in any previous year, if we are not greatly mistaken; a result attributable doubtless to the publicity we gave the subject in our columns. It must be noted, however, that the general body of subscribers was not represented at all, as the whole of the twenty-seven gentlemen who took part in the proceedings were members of the Hongkong Club. The outside subscribers to the Race Fund must certainly, judging from the amount annually subscribed, and placing the estimate at a very low figure, exceed three hundred. But even presuming that the number did not reach one third of this estimate, we would still have good grounds for contending that twenty-seven subscribers all members of a supposed exclusive institution could not adequately represent the wishes and rights of the great majority. Again, it will hardly be contended that the real sporting element was fairly represented. The gentlemen who are known in our racing world as Messrs. Paul, Henry, McOniodds, and Grammont are undoubtedly pillars of the local turf; the names of Messrs. Hockey, Heinrich, Ashley, Kahn, Theo, and Morgan have already figured on the race programmes, but the other gentlemen present have not in any sense been prominent supporters of the national pastime.

The Chairman, Mr. Atwell Coxon, after submitting the minutes of the previous meeting for confirmation, announced that the amount of subscriptions last season amounted to \$8,836.60, and the expenditure to \$8,358.13, thus leaving a balance in hand of \$478.47. On being interrogated by Mr. W. M. Morgan, the Chairman was understood to state that this balance was all the money standing to the credit of the Race Fund, and that they, meaning the subscribers we presume, had nothing to do with any old fund. This offi-

cial announcement, from such a high authority, was what might not inaptly be called "a crusher." A few weeks ago in conversing with one of our princely supporters of racing on the advisability of some slight amount of attention being paid to the race-course during the summer, we suggested that a sufficient amount of subscriptions to defray the cost of proposed improvements could easily be obtained within a couple of hours, when to our astonishment and gratification we were assured that the Race Fund had a credit balance of over \$17,000, so that the whole of the track could be re-turfed if it were considered necessary without a single subscription being called for. What does it all mean? Can any one acquainted with our past racing history explain this most paradoxical state of affairs?

With the subscribers elected to act as Stewards for the forthcoming races no fault can possibly be found. They are all gentlemen of position, worthy in every way of the honour conferred on them. As, however, with two or three exceptions, these gentlemen know little or nothing of actual racing business, and moreover take comparatively little, if any, active interest in the preliminary stages, we must express our regret that our suggestion made last year, that a working committee be appointed to carry out in conjunction with the Clerk of the Course all the necessary arrangements in connection with training operations, superintendence of the course, arranging the programme of events, receiving entries, and other multifarious and onerous duties, was not adopted. We shall doubtless have the usual stereotyped complaints during training as to the wretched state of the course, the miserably inefficient matched stabling, the fearful decoctions provided by "Taylor" in the shape of tea and coffee, and the unsatisfactory accommodation generally, without having any recognised official to remedy these and other supposed grievances. Complaints are both loud and deep throughout the entire training season; suggestions for much-needed improvements are tendered privately with astounding liberality, yet when a favourable opportunity presents itself of advocating the cause of reform, every voice is mute. This is owing to our rigid adherence to, and huge respect for that most emasculate and bigotted tradition "old custom."

A proposal, brought forward by Mr. H. de Courcy Forbes, necessitating the alteration of one of the most important rules in our code, was unanimously adopted, almost without comment. Rule 10 reads as follows:—"Height for ponies 13 hands 3 inches and under; Galloways, 14 hands and under." By virtue of Mr. Forbes's resolution, which does not take effect until after the Race Meeting of 1882, the "height for ponies will be 14 hands and under." Although the adoption of this rule will place us on the same footing as the Shanghai Race Club, we consider that the acquiescence of the meeting of subscribers to the proposal a most unfortunate and injudicious step for the best interests of Hongkong racing, and we regret that due notice of Mr. Forbes's proposed alteration of rule was not publicly announced in order to give subscribers an opportunity of opposing what is a most startling innovation. Mr. de Courcy Forbes is such a thorough gentleman and sportsman, and moreover such an energetic racing official that we regret exceedingly our inability to agree with an alteration, which, we know right well, was introduced with the best motives, namely, the improvement of sport. Let us look at the matter in a practical light. Technically there is no such thing as a pony measuring 14 hands. Animals of that height are known by the term galloway. Is it an actual fact, is it even a probable contingency that the sport will be improved by the

admission of galloways into our annual races? If so we shall be glad to give any gentleman ample opportunity of demonstrating on what grounds we may look for such improvement. We really are unable to see that there is anything in "giving any one who wishes to purchase a big griffin an opportunity of doing so." If there is any argument in this, we are sorry it is beyond our comprehension. Will it be contended that the presence of Schmollis, or Earl Harold, or Wild Dash at our ensuing race meeting would improve the sport, render the competition more exciting? It could be safely predicted that either of these animals, fit and well at the post, would simply canter away with every race they contested, and entirely spoil the interest of the meeting. The only persons likely to be benefited by the adoption of the 14 hands proposal are those who can afford and are every ready, to pay an enormous price for anything that can win races. It will in fact encourage speculation at the expense of true sport.

Apart from what we have stated, the resolution was on technical grounds an imperfect one, and the fact that not a single subscriber present made the slightest enquiry as to the proposer's idea of apportioning extra weight for the increased standard in height, would appear to indicate that the meeting viewed the matter with supreme indifference. By rule 11, the weight for ponies is apportioned as follows:—12 hands 10st., with an increase of 3lbs. for every inch above up to 13 hands 2 inches; and 11st. 11lbs. for 13 hands 3 inches; which means for the one inch over 13.2 an increase of 7lbs. instead of the usual 3lbs. How much weight is it intended that galloways measuring the regulation 14 hands shall carry? The omission of this important stipulation in Mr. Forbes's proposal would seem to constitute an irregularity which, strictly speaking, ought to invalidate the whole of the proceedings. The Shanghai Race Club's scale of weights is 9st. 10lb. for 12 hands, and an increase of 3lb. for every inch above, which we consider a much less sensible arrangement than ours, for reasons which every practical horseman and racing man must readily understand. In India the usual allowance for height is 4lb. the $\frac{1}{2}$ inch, which is more than double the allowance in China, yet we have the undoubted authority of that experienced judge Captain Horace Hayes (*vide Guide to Horse Training and Management*, page 205) for stating that in ninety-nine cases out of a hundred even this allowance will not bring a 13 hands and a 13.2 pony together, nor the latter with one of 14 hands, provided the galloway has any pretensions to racing form. Under all circumstances it is difficult to see on what logical and reasonable grounds the alteration of the rule regulating the height of ponies eligible for Hongkong races has been sanctioned, or we should rather say, has been at last recognised as it is written. According to rule, galloways, 14 hands and under, were always eligible, and there is nothing in the written laws to disqualify them for entry, although we readily admit that custom, that *lex non scripta* of racing legislation might justify the Stewards in refusing such entries. We shall return to this subject again.

LOCAL AND GENERAL.

Matters in Ireland are evidently getting desperate. Speaking on Irish affairs at the Ministerial banquet, the Prime Minister appealed to all classes to support the Government in the great impending crisis.

The steamer *Ocean* will undock at Kowloon to-day, and make room for the *Tanis*. The German steamship *Olympia* comes out of the Cosmopolitan Dock, and the Hawaiian ship *Elvira Dorado* will probably be docked this evening, or early to-morrow morning.

The visitors to the City Hall Museum for the week ending 9th October, were:—European, 105; Chinese, 1,932; total, 2,037.

According to our contemporary the *Shanghai Mercury*, the latest news received from Peking is to the effect that Peng Yu-lien has refused the Viceroyalty of Nanking.

Probably on account of the threatening aspect of affairs at the Cape, in Tunis, and in Ireland, a Cabinet Council of the British Ministry has been convened for to-morrow, Wednesday.

The seriousness of affairs in the north of Africa may be judged from the latest action of the French Government, in ordering the occupation of Tunis by the soldiers of the Republic.

The latest advices from Peking state that the Empress Dowager is again ill. It appears that she has suffered a relapse, but no serious results are expected from this unfortunate occurrence.

To-day is the forty-seventh anniversary of the death of Lord Napier, which took place at Macao on the 11th October, 1834. His lordship was succeeded as Superintendent of British Commerce in China by Mr. John Francis Davis, who was subsequently appointed Governor of Hongkong.

The departure from Lisbon for Macao of Major Constantino de Britto is noted in the last number of the *Jornal das Colonias* to hand. Major de Britto has been appointed Surveyor General in the Holy City, relieving Senhor Quintanilha who will proceed to Europe by an early mail.

According to a message from London dated the 7th inst. the Boer Government of the Transvaal has telegraphed to the English Government, strongly protesting against several clauses of the Convention, and requesting that the same be modified. Another serious rising is also reported from Zululand.

One of our local engineers in freely expressing his views on the Tramway scheme quotes and the other reads extracts from opinions recorded and expressed elsewhere on the subject; but the question really is, what previous individual practical acquaintance can they bring to bear upon the matters at issue? We are therefore justified in asking what personal qualifications entitle their professional opinions to any weight with the Special Committee of the Legislative Council.

The personnel of the Chinese firm to be established in London embarked this morning and left this port in the China Merchants' steamer *Meifoo*, Captain Petersen. The chief manager is Mr. Lew Shi-ting, who takes his family with him; the second manager Mr. Leong Sin Kong; and four clerks Lum Weng Nam, Chin Yok Kai, Ho Yok Peng, and Chok Chit Sang. The party was escorted to the ship by about a hundred Chinese merchants amid the usual firing of crackers. The firm in London will be known as Shaon Shing and Co., and the Hongkong agent is Mr. Leong On.

Our Macao correspondent writes:—The acrobatic performance given in the theatre last night by the Hayes Star Troupe unfortunately ended in a fiasco, which might have resulted seriously. The house was a fairly good one, H.E. the Governor, Madame Da Graça, and other notabilities of the city being present. As you mentioned in the *Telegraph* a week ago, the theatre is not suitable for acrobatic performances, affording no accommodation for the proper and safe adjustment of the necessary apparatus for the performers. Last evening the eldest of the boys was going through meos tricks on the slack rope, and in hanging head downwards with a loop round his ankle, the end of the rope appears to have become loosened, the boy falling the whole extent of the rope, and narrowly escaped knocking his brains out against the seats in the body of the theatre. A kerosene lamp, which hung from the centre of the house was knocked down, and but for the energetic assistance of several members of the audience who soon extinguished the flames, I should perhaps have had had to report a serious conflagration attended with loss of life. This unfortunate mischance completely spoiled an entertainment which gave promise of proving a most enjoyable one.

WRECK OF THE "BOLTON ABBEY."
FOUR LIVES LOST.

H.M.S. *Kestrel*, which left here on the 7th instant for a cruise in search of the dismasted ship *Bolton Abbey*, reported by the American ship *Twilight*, which arrived here on September 27th, returned to harbour early this morning with Captain Williams and nineteen men, comprising the crew of the ill-fated vessel, which was wrecked on the Pratas Shoal on the 30th ultimo. The following report has been kindly furnished us by Mr. Lillin, chief officer of the *Bolton Abbey*. The vessel, bound from Newcastle for Manila, was dismasted on August 23rd in a severe typhoon which occurred in lat. 17.35 N. long. 127.56 E. Bigged jury masts and proceeded on our voyage, and after making about 1,100 miles, averaging four knots an hour, on September 22nd sighted the American ship *Twilight*, bound for Hongkong, in lat. 20.21 North, longitude 120.52 East. I went on board the *Twilight*, and was kindly supplied by Captain Westland with a small boat, and a few other necessities of which we stood in need. We required no assistance, as our ship was as tight as a bottle, and in good trim, and as we had already safely travelled eleven hundred miles had no doubt of our being able to reach Hongkong. The weather was fine for some days after we parted company with the *Twilight*, but it afterwards became very stormy, and our vessel was knocked about a good deal. On September 29th it blew a heavy gale, and the weather was so thick that we were unable to take sights, but we made out by dead reckoning that we were in a perfectly safe position. At 5 a.m. on the morning of the 30th the wind was still blowing a fresh gale, the weather exceedingly thick, and the ship labouring very much, with a heavy sea continually breaking over us. The ship had a tremendous list, and about a hundred feet of the bulwarks to windward had gone. Eight minutes after sighting the shoal we struck, the vessel becoming almost a total wreck. According to our dead reckoning we made ourselves, making allowance for currents, to be about 40 miles away from the Pratas. Immediately after striking we attempted unsuccessfully to run lines ashore, and then sent a raft, having no boats, with a line and three men. A heavy sea swept the carpenter overboard, but the other two men reached the rocks in safety. Three more men afterwards attempted to get ashore, but two of them were washed away and drowned. The whole of us eventually left the ship, myself, an A.B. and a boy, being the last to leave, and we had to swim ashore. The surf rose to a fearful height, so that we were almost constantly under water. The A.B., although a splendid swimmer succumbed to the heavy sea, and his body floated past me as I made desperate effort to work my way ashore. The boy and I eventually succeeded in reaching the reef, and rejoining our comrades. Five junks which were at anchor off the shoal picked us all up, took us on board, and treated us with the utmost kindness. We went down to Green Island, where the Chinese commenced to chin-chin joss, when the gunboat hove in sight, and eventually took us all on board and brought us on to Hongkong. The whole of the crew have lost everything they possessed, in fact with the exception of the ship's papers which the Captain had secured in a life belt round his waist, not a thing was saved from the ship. Great praise is due to the owners of the Chinese junks for their kindness to the shipwrecked men, and it is to be hoped that some efforts will be made to suitably reward them for their humanity. The steward, carpenter, and two able seamen were lost, as above described, in attempting to reach the shore after the vessel struck. Most of the men are more or less severely bruised and otherwise injured.

A telegram from Victoria, British Columbia, states that H.M. ship *Garnet* sailed from there on Monday, August 22nd, for Honolulu, because an announcement has been made that the United States intended to annex the Sandwich Islands. It adds that the British flagship is sailing thither from South America, also that the ships of other Powers have been ordered to Honolulu. Nobody at Washington seems to know of any such design on the part of the United States.

THE TRAMWAYS BILL.

A public meeting of the Special Committee appointed to take evidence in connection with the proposed Tramway Scheme was held at the Government Offices this afternoon. There were present Mr. Francis Snowden, Acting Chief Justice (president); and Messrs. W. M. Deane, A. Lister, P. Ryrie, E. R. Bellios and F. Bulkeley Johnson. The following is a condensed account of the proceedings, which were generally of an amusing if not of a very important or practical character.

Mr. N. J. Ble, Secretary of the Union Insurance Society of Canton, objected to any tramway scheme with the terminus placed where it was proposed to erect this one, on the ground that he had a house at the Gap, to which the tramway would prove a great nuisance. He was of opinion that the establishment of a station at the point proposed would prove a nuisance to the neighbourhood, and he could not see why any Tramway Company should be permitted to sacrifice the comfort and convenience of the residents at the Gap merely to enable them to get their line made more cheaply. There were other places where the terminus could be placed without causing inconvenience to any one.

Two Chinese, whose property had been set down in the schedule as necessary for the requirements of the Company, were soon disposed of, and then Mr. Leigh, Assistant Government Surveyor, favored the Committee with his views. This gentleman gave his professional opinion that there was no reason, so far as he knew, why cars should not be run with safety, although at the Cricket Field the margin of road between the car as proposed to be run and the gutter was only 5½ feet unless the two rows of trees at the sides of the road were sacrificed, and at the Star Hotel the margin was only 2 feet 5 inches. After this scientific and sensible conclusion it would only be waste of time and space detailing the other eminently practical opinions of Mr. Leigh on the relative merits of double and single lines. As he believes that a steam engine, or compressed air engine, or any such motor is more under control than horse power, we will charitably conclude that Mr. Leigh's knowledge of tramways and tramway systems is purely theoretical, and not very extensive at that. We would respectfully recommend to the Assistant Surveyor's notice recent Sydney newspapers, which contain some rather interesting accounts of what a good time the medical practitioners have been enjoying since the introduction of steam tramways into that city. Frightful accidents of daily occurrence in spacious streets like those of the capital of New South Wales, naturally tend to engender some fears as to what may happen in our own narrow thoroughfares, crowded with human beings, and eternally blocked up with our peculiar system of traffic, and somewhat lessen our respect for the hopeful utterances of sanguine scientists like Mr. Leigh.

Mr. William Danby, one of the professional gentlemen connected with the Tramway scheme was the next witness, and of course he also looked on the rosy side of the picture. He favours a double line, as it would prevent obstruction, but he does not condescend to state how it manages to do that. The car would run from one terminus to the other without stopping, save to pick up ladies and Chinese women. There were regulations against entering or leaving a car while it was in motion, and there was little or no danger connected with it. Mr. Danby once strongly favoured the single line for Hongkong, but he had read up accumulated evidence on the subject relating to tramway systems at home, which convinced him against his will as it were (what a pity poor Butler gets so persistently misquoted) that the double line was the correct thing for the Queen's Road. He objected to the Praya on account of typhoons. Four feet six inches, the width between the car and the gutter, was ample room for a jinricksha to pass, but he rather thought a pony carriage would have to try the other side of the road. The number of sidings and switches would be for the Surveyor General to decide. Mr. W. M. Deane at this juncture ventured to observe, probably from personal experience of the system,

that he did not approve of "switching" under any circumstances. In reply to Mr. A. Lister, witness believed that a double line possessed many advantages which a single line could not lay claim to. He never had heard of an accident occurring through a person getting jammed between two cars; but he had heard of fatal accidents happening through men alighting from a car in motion and being thrown against another car or passing vehicle. It would appear to Mr. Danby, that accidents will sometimes occur even in attempting to do "the very easy thing, attended with little or no danger," of getting out or in of a tramway car in motion. The peculiar construction of the cars proposed for Hongkong will obviate this danger it seems, as passengers can only enter and alight from the side nearest the footpath. With regard to the question of keeping the roads in repair Mr. Danby was of opinion that the Tramways Company should agree to keep the whole of the roads in repair, and receive a certain proportionate amount from the Government for the margin of the road which was their special "pidgin."

After Mr. Danby's retirement the members of committee had a sort of desultory conversation amongst themselves, referring to the legal arrangements to be made for the hearing of any civil actions which might crop up between the public and the Company; but we do not think any definite decision on the point at issue was arrived at. The Committee then adjourned until Wednesday next at 10.30 a.m., when some more interesting and original scientific opinions may be forthcoming.

SHANGHAI.

THE MISSING STEAMER "ASH." Yesterday morning the following telegram was received by Mr. Reis, agent of the Mitsui Bishi Company, from Mr. Jamieson, agent at Nagasaki, and was communicated to Mr. O. N. Denny, U.S. Consul-General, who had wired to Nagasaki the information reported by the *s.s. Waverley* as to blue lights being seen on Kuro Island.

"Nagasaki, October 5th, 1881,

"10.30 a.m.

"Inform Denny *Sokol* returned finding no trace *Ash*."

"JAMIESON."

The *Sokol* is a Russian gunboat, and as she would not doubt make a cruise round the Goto Islands, where the lights were reported to have been seen, she would have no difficulty in ascertaining from the fishermen there if any wreck had been seen. The negative result of her search leaves little hope for the safety of the *Ash*.

A rumour is current in well-informed Chinese circles that there is a possibility of Tsung-tang being appointed to the Viceroyalty of the Liang Kiang.—*N. C. Daily News*.

A Ningpo correspondent states that the raids made by the pirate chief of Ningpo have assumed such proportions that the officials there cannot trust their own countrymen. He says, writing under date of the 4th instant:—"Five Manila men have gone on to Wenchow by the C. M. S. steamer *Yang-ning*, to act as a body guard for the Tao-tai. He cannot trust Chinamen, but feels safe when guarded by foreigners." Some detailed information will be found under the heading of Ningpo, from our correspondent at that port.

[We understand that the application for these Manila men was made to Senor Toda, the Spanish Consul at Shanghai, and the latter acceded to the request on the condition that the men were not to be employed in fighting. An assurance to this effect having been given, the Spanish Consul permitted the Manila men to accept service as personal guards to the Tao-tai, who, we understand, is a Manchur. Ed. S. C.]—*Courier*.

Our readers will recollect that the Chinese Commander of the Maritime forces of the Yangtze, Peng-ling, preferred some charges of maladministration against the present Viceroy of Nanking. The latter official was consequently commanded to proceed to the capital, and in the meantime Peng-ling was requested to assume the duties of Viceroy *pro tem* leads to the inference that the charges are of a questionable, if not of a groundless, character.

About half-past five this morning, Oct. 5th, when the *s.s. Wuhu* was steaming down the river and when abreast the Public Gardens she, in the successful endeavour to avoid running down a junk also underweigh bound down, came near. Then was pleasant to the Police Hulk. Before the *Wuhu* could get under storage way she collided with the *s.s. Hiroshima Maru* lying at the M.B.M.S.S. Co.'s wharf; smashed the captain's cutter, carried away the gangway ladder, and did other damage

to the upper woodwork of that steamer. The tide was a strong ebb. We are glad to say that both steamers were able to proceed on their journey.

The Tao-tai wrote to the Viceroy objecting to Tramways in the Foreign Settlements; the Viceroy addressing Peking; the Tsung-li Yamen wrote to the Foreign Ministers, and the Foreign Ministers have written to the Consuls at Shanghai on the subject of Tramways.

Tso Tsung-tang is not sick. He is old, it is true but vigorous, and just now is nursing his wrath to keep it warm. Like Achilles when in the sulks, Tso is about to retire to his tent, but when he is wanted, or sees his chance, he will resume public life with alacrity.

The Viceroy Li will go in ten or twelve days to Peking, to attend the funeral of the Eastern Empress. The ceremony will be on the grandest scale that is possible. The rites will last ten or twelve days. It is said that the buildings around the tomb are very fine, and that the site is one of very remarkable beauty.—*Mercury*.

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M. A very large amount of business has been done in the Dock Company's stock since we last wrote. At 41 per cent. premium for cash, and 41½ for the end of the month, between four and five hundred shares have changed hands. Strangely enough however the status of the stock has not been materially altered, and shares are offered in large numbers at 42 without leading to further business. At 41 there have been a good many negotiations in small lots, and at this rate there are still both buyers and sellers, but only to a very limited extent. Hongkong Fires are weaker than they were yesterday, offers to sell at 970 per share, a reduction of five dollars on former quotation, failing to lead to any transfers. Banks are freely offered at 114 per cent. premium without eliciting any response, and Hotels remain at 114 per share without leading to any exchange transactions. Sugars are again under a cloud, and holders are unable to find customers at 160, although the shares would have been greedily snapped up yesterday morning at that rate. No other changes have transpired since our last issue.

SHARES.

Hongkong and Shanghai Banking Corporation—114 per cent. premium, Sellers.
Union Insurance Society of Canton—\$1,675 per share, ex dividend.
China Traders' Insurance Company—\$1,600 per share.
North-China Insurance Company—Tls. 1,125 per share.
Yangtze Insurance Association—Tls. 830 per share.
Chinese Insurance Company—\$307½ per share, sales.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$970 per share, Sellers.
China Fire Insurance Company—\$235 per share, Sellers.
Hongkong and Whampoa Dock Company—42 per cent. premium, Sellers.
Hongkong, Canton, and Macao Steamboat Company—\$25 per share premium, Sellers.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$114 per share, Sellers.
China Sugar Refining Company, Limited—\$160 per share, Sellers.
China Sugar Refining Company (Debentures)—43 per cent. premium.
Hongkong Ice Company—\$127½ per share, Sellers.
Hongkong and China Bakery Company, Limited—\$50 per share.
Chinese Imperial Government Loan of 1878—1½ per cent. premium, ex interest.
Chinese Imperial Government Loan of 1881—3½ per cent. premium.

EXCHANGE.

On LONDON—Bank Bills, T.T. 3/8½
Bank Bills, at 30 days' sight 3/8½
Bank Bills, at 4 months' sight 3/9½
Credits, at 4 months' sight 3/9½
Documentary Bills, 4 months' sight. 3/10
On PARIS—Bank Bills, on demand 4/6
Credits, at 4 months' sight 4/82
On BOMBAY—Bank, T.T. 223½
On CALCUTTA—Bank, T.T. 223½
On SHANGHAI—Bank, T.T. 73½
Private, 30 days' sight 73½

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD).

Hongkong, 10th and 11th October.
BAROMETER—1 P.M. 30.032
Do. 4 P.M. 29.992
THERMOMETER—1 P.M. 81.
Do. 4 P.M. 81.
Do. 1 P.M. (Wet bulb) 75.
Do. 4 P.M. 73.
BAROMETER—2 A.M. 30.066
THERMOMETER—9 A.M. 79.
Do. 9 A.M. (Wet Bulb) 76.
Do. Maximum 81.
Do. Minimum (over night) 76.

The rule by which officers employed as aides-de-camp to Governors of Colonies were borne on the establishment of their regiments has been rescinded, and in future officers holding these appointments will be made supernumerary on the same terms as all other officers filling staff appointments.—*Overland Mail*.

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 10, HIMALAYA, British steamer, 814, W. R. Beedle, Haiphong and Hoihow 6th Oct., Rice.—Tong Kee & Co.
Oct. 10, AMOY, British steamer, 814, C. Hermann, Shanghai 7th Oct., General.—Siemssen & Co.
Oct. 10, TUNG-KING, Chinese steamer, 315, F. Dunn, Pakhoi 29th Sept., and Macao 10th Oct., General.—C. M. S. N. Co.
Oct. 10, KESTREL, British gun-vessel, from a cruise.
Oct. 11, PENG-CHAO-HAI, Chinese gunboat, Chow Shoi, Canton 10th October.
Oct. 11, JOLOANO, Spanish steamer, 654, J. Marquez, Manila 8th October, General.—R. Mourante.
Oct. 11, CHINA, German steamer, 648, H. Schoer, Swatow 10th Oct., General.—Hing Kee.
Oct. 11, NONA, German steamer, 669, Waeffel, Macao 11th Oct.—Ed. Schellhass & Co.

DEPARTURES.

Oct. 10, NAMOA, British steamer, for Coast Ports.
Oct. 10, FU-YEW, Chinese steamer, for Shanghai.
Oct. 11, HAINAN, British steamer, for Hoihow.
Oct. 11, HOI-KING, Chinese gunboat, for Canton.
Oct. 11, LOUISA, German schooner, for Bangkok.
Oct. 11, PEARL, Amer. bark, for Whampoa.
Oct. 11, ASIA, Danish steamer, for Vladivostok.
Oct. 11, AMOY, British steamer, for Shanghai.
Oct. 11, MEIPOO, Chinese str., for London.

PASSENGERS.

ARRIVED.

Per Himalaya, British steamer, from Haiphong, &c., 5 Chinese.
Per Amoy, British steamer, from Shanghai, 4 Europeans deck, and 34 Chinese.
Per Tung-king, Chinese steamer, from Pakhoi, &c.; 1 Missionary, and 10 Chinese.
Per China, German steamer, from Swatow, 100 Chinese.

REPORTS.

The Spanish steamer Joloano, from Manila, reports fine N.E. monsoon throughout.
The German steamer China, from Swatow, reports light S.W. and West winds to port.
The British steamer Amoy, from Shanghai, reports had moderate N.E. winds and fine weather throughout.
The British steamer Himalaya, from Haiphong and Hoihow, reports had heavy typhoon on the 5th inst. and detained in port; strong winds to Hoihow and fine weather since leaving yesterday morning.
The Chinese steamer Tung-king reports left Pakhoi 29th ult.; anchored for shelter at Backsha on the 30th and remained there till the morning of the 6th inst. During 4th and 5th inst. had very strong winds blowing a typhoon force wind, shifting from N. to E. and S.S.E. From thence to port fine weather.

MAILS.

The following mails will close:—
TO-DAY, 11th October.—

For Saigon, per Pernambuco, at 4.30 p.m. For Singapore, Batavia, Port Darwin, Adelaide, Melbourne, Sydney, &c., per Hungarian, at 3.30 p.m. For Hoihow and Haiphong, per Vorwaerts, at 5 p.m. For Haiphong, per Olympia, at 5 p.m.

TO-MORROW, 12th October.—

For Manila, per Diamante, at 3.30 p.m. For Swatow, Amoy and Foochow, per Kwangtung, at 5 p.m.

On THURSDAY, 13th October.—

For Singapore, Penang, Colombo and Bombay, per Dido, at 2.30 p.m. For Port Elizabeth and Cape Town, per Berwickshire, at 5 p.m.

On FRIDAY, 14th October.—

For Kobe and Yokohama, per Niigata Maru, at 8.30 p.m. For San Francisco, per Casapedia, at 2.30 p.m. For Bangkok, per Dale, at 3.30 p.m.

On SATURDAY, 15th October.—

For Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., per City of Peking, at 2.30 p.m. For Straits Settlements and Calcutta, per Lennox, at 2.30 p.m.

On MONDAY, 17th October.—

For the United Kingdom and Europe, via Brindisi, to the Straits Settlements, Batavia, Burma, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per Rosetta; printed matter at 2 p.m., letters at 3 p.m.

On WEDNESDAY, 19th October.—

For Nagasaki and Yokohama, per Sunda, at 3.30 p.m.

On MONDAY, 24th October.—

For the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Burma, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar, per Iraoudy, for printed matter at 10 a.m., and letters at 11 a.m.

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ments, and the Northern Ports, includ-
ing Formosa; the Treaty Ports of China
and Japan; the Philippine Islands; the
British Colony of Hongkong; and the
Portuguese Colony of Macao. The work
will also contain the Principal Treaties
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scription of the Ports, with the latest
Trade Statistics taken from the Reports
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other reliable sources.

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nicipal Corporations will be applied to
for information, and all Public Bodies
and Companies, Bankers, Merchants,
Consuls, and Professional and other
Residents, will supply the necessary

matter to ensure correctness upon forms
sent for that purpose. The Naval and
Military portions will be taken from
the latest published official lists and
revised at Headquarters; in fact no
pains will be spared to make "THE
HONGKONG DIRECTORY AND HONG LIST
FOR THE FAR EAST" a perfectly reliable
va de mecum.

It is intended to make this work a
medium for Advertisers at a cheap
rate, and the charge for Advertise-
ments will be

**\$10 per page in Hongkong,
and \$12 at Outports.**

The size of the Page will be SEVEN
INCHES AND A HALF LONG BY FOUR INCHES
AND THREE-QUARTERS; this space will
admit of a large quantity of matter
and all Advertisements will be taste-
fully and prominently displayed.
Blocks of any description will be in-
serted, but these must not exceed
the above dimensions.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" will, in
order that it may circulate extensively
outside this Colony, be published at a
POPULAR PRICE, and can be or-
dered at this Office or obtained from
the Agents (list to be hereafter pub-
lished) for

TWO DOLLARS.

There is not space in the compass
of an ordinary advertisement to detail
all the mass of information it is in-
tended to introduce into the work, but
it may be fairly asserted that no such
Directory has ever been published
either in Hongkong, or any other
part of the East, at the price.

"Telegraph" Office, Hongkong;
October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes
of reference, into five sections:—No. 1 extending from Green Island to the P.
and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the
Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao
Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Govern-
ment Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to
Kollott's Island.

| Vessels. | Section | Date of Arrival. | Captain. | Flag and Rig. | Tons. | Consignees. |
|-----------------|---------|------------------|----------|---------------|-------------------------|-------------|
| Steamers. | | | | | | |
| Anger Head | 3 Oct. | 7 Roper | British | 1299 | D. Lapraik & Co. | |
| Ashington | 2 Oct. | 9 Allason | British | 809 | Siemssen & Co. | |
| Bellona | 7 Oct. | 7 Fickmeier | German | 789 | Kung Onn. | |
| Cascapedia | 2 Sept. | 11 Fraser | British | 1924 | Russell & Co. | |
| City of Peking | 3 Oct. | 6 Berry | American | 5078 | P. M. S. S. Co. | |
| Conquest | 3 Sept. | 28 Hamlin | British | 318 | Shun Hang Hong. | |
| Dale | 2 Oct. | 8 Thompson | British | 644 | Yuen Fat Hong. | |
| Dido | 3 Oct. | 6 Gutmann | Austrian | 815 | Melchers & Co. | |
| Esmeralda | 3 Sept. | 30 Talbot | British | 395 | Russell & Co. | |
| Fame | 3 — | A. Stopani | British | 117 | H. K. & W. Dock Co. | |
| Fyen | 4 Oct. | 5 Grove | Danish | 209 | Siemssen & Co. | |
| Himalaya | 2 Oct. | 10 Beedle | British | 814 | Tong Kee & Co. | |
| Hungarian | 3 Sept. | 30 H. J. J. Wise | British | 989 | Geo. R. Stevens & Co. | |
| Japan | 3 Oct. | 6 Gardner | British | 1865 | D. Sassoon, Sons & Co. | |
| Kang-chi | 3 Oct. | 10 Marsden | British | 688 | C. M. S. N. Co. | |
| Kiung-chow | 3 Oct. | 10 A. Love | British | 159 | Chinese. | |
| Kwangtung | 3 Oct. | 10 Young | British | 674 | D. Lapraik & Co. | |
| Lennox | 3 Sept. | 30 Scott | British | 1327 | Jardine, Matheson & Co. | |
| Lido | 2 Oct. | 8 Puddicombe | British | 620 | Chinese. | |
| Niigata Maru | 3 Oct. | 10 Wynn | Japanese | 1095 | M. B. M. S. S. Co. | |
| Ocean | * Sept. | 11 Webb | British | 1039 | Geo. R. Stevens & Co. | |
| Olympia | 3 Oct. | 2 Wagner | German | 998 | Chinese. | |
| Penedo | 2 Oct. | 8 Kenderdine | British | 652 | Tung Kee & Co. | |
| Pernambuco | 3 Oct. | 2 Hyde | British | 643 | Sang Kee. | |
| Phoenix | 3 Oct. | 2 Behrens | German | 789 | Melchers & Co. | |
| Rajanattianuhar | † Sept. | 21 Hopkins | British | 933 | Yuen Fat Hong. | |
| Sea Gull | 4 — | Hayden | American | 48 | China Traders Co. | |
| Shun Tip | 3 July | 7 Man Fu | Annamese | 93 | Captain. | |
| Sunda | 3 Sept. | 13 Reeves | British | 1029 | P. & O. S. N. Co. | |
| Tung-ting | 3 Oct. | 10 F. Dunn | Chinese | 315 | C. M. S. N. Co. | |
| Tunis | * Aug. | 15 Irvine | British | 886 | Jardine, Matheson & Co. | |
| Vorwaerts | 2 Oct. | 8 Eevers | German | 612 | Wieler & Co. | |
| Welle | 3 Oct. | 9 Mossman | German | 393 | Meyer & Co. | |
| Yangtsze | * Sept. | 30 Schultze | British | 782 | Siemssen & Co. | |
| Yee-Tay | 3 July | 7 Lee Tung Tuk | Annamese | 1200 | Captain. | |

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

| | | | | | |
|-------------------|----------|-----------------|--------------|------|-------------------------|
| Alva | 2 Aug. | 14 L. de Souza | Port. ship | 632 | Brandao & Co. |
| Anna | 3 Oct. | 6 Davidson | Ger. bark | 350 | Wieler & Co. |
| Berwickshire | 5 Aug. | 30 J. Bruce | Brit. bark | 533 | Order. |
| Bua Oano | 2 Aug. | 27 C. Lange | Siam. bark | 338 | Yuen Fat Hong. |
| Clara | 3 July | 20 Cutler | Brit. bark | 939 | Vogel & Co. |
| Daniel Barnes | 3 July | 22 J. G. Stover | Amer. ship | 1485 | Vogel & Co. |
| Edmond Ching | 5 Sept. | 14 J. Berr | Amer. bark | 751 | Geo. R. Stevens. |
| Elvira Dorale | 1 Sept. | 9 Pimentel | Hawai. sh. | 1363 | Captain. |
| Flora | 3 July | 18 Will Block | Ger. bark | 970 | Carlowitz & Co. |
| Friedrich | 3 Oct. | 5 Spiesen | Ger. bark | 595 | Siemssen & Co. |
| Gustav & Oscar | 1 Sept. | 16 Hartmann | Ger. ship | 1352 | Captain. |
| Helen Marion | 2 Sept. | 27 Robinson | Brit. bark | 693 | P. & O. S. N. Co. |
| Helicon | 5 Oct. | 5 Howe | Amer. ship | 1199 | Captain. |
| Hindostan | ** Sept. | 10 Belyea | Brit. ship | 1547 | Captain. |
| Hope | 4 Oct. | 7 Curty | Amer. ship | 797 | D. Lapraik & Co. |
| Iceberg | 4 Sept. | 24 C. F. King | Amer. ship | 1177 | Siemssen & Co. |
| Ino | 8 Oct. | 8 Bohsen | Ger. bark | 344 | Wieler & Co. |
| Johanna | 2 Sept. | 15 Fuendeling | Ger. bark | 844 | Captain. |
| Kim Soon Hoat | 1 Aug. | 16 P. Beng | Siam. bark | 208 | Chinese. |
| Laurens | 4 Oct. | 7 A. Snow | Amer. ship | 808 | Melchers & Co. |
| Mary L. Stone | 3 Sept. | 5 A. D. Field | Amer. ship | 1458 | Russell & Co. |
| Meridian | 2 Aug. | 26 Schmidt | Sm. 3-m sch. | 295 | Chinese. |
| Morning Star | 3 | — | Siam. bark | 570 | Chinese. |
| New Era | 4 Aug. | 15 Sawyer | Amer. ship | 1147 | Russell & Co. |
| Phoenix | 1 Oct. | 7 F. Gruff | Ger. bark | 683 | Arnhold, Karberg & Co. |
| Prudencia | 2 Sept. | 10 Dudrichsen | Ger. bark | 864 | Carlowitz & Co. |
| Rambler | 4 Oct. | 7 Watson | Amer. bark | 1018 | Arnhold, Karberg & Co. |
| R. Robinson | 5 Sept. | 14 Smith | Amer. ship | 1652 | Jardine, Matheson & Co. |
| Spartan | 5 Feb. | 6 Vincent | Amer. schr. | 81 | W. H. Ray. |
| Star of India | 2 Aug. | 19 H. D. Roo | Brit. bark | 1040 | Vogel & Co. |
| Stonewall Jackson | 4 Sept. | 16 Swain | Amer. bark | 1102 | Order. |
| Sumatra | 2 Oct. | 3 Tribe | Brit. bark | 740 | Russell & Co. |
| Syren | 2 Oct. | 5 Braun | Amer. ship | 875 | D. Lapraik & Co. |
| The Tweed | 2 Aug. | 8 J. M. Whyte | Brit. bark | 1745 | Arnhold, Karberg & Co. |
| Titan | 5 Sept. | 22 C. M. Norris | Amer. ship | 1229 | Geo. R. Stevens & Co. |
| Twilight | 5 Sept. | 27 Westland | Amer. ship | 1308 | Arnhold, Karberg & Co. |
| Wagrien | 2 Aug. | 26 Dibbern | Ger. schr. | 179 | Captain. |
| Wega | 5 Oct. | 5 A. Leopold | Ger. ship | 1115 | Melchers & Co. |
| Wm. Hales | 4 Sept. | 13 Dickey | Amer. bark | 868 | Adamson, Bell & Co. |

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